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Suggestions for the improvement of this work are respectfully solicited.

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Hongkong, 18th January, 1889.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this paper, not later than Three o'clock on the day prior to the publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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TO SUBSCRIBERS.

Subscribers to The Hongkong Telegraph are respectfully reminded that all Subscriptions are payable in advance.

The Hongkong Telegraph

HONGKONG, TUESDAY, FEBRUARY 12, 1889.

LOCAL AND GENERAL.

The Royal Engineer's non-commissioned officers' mess are giving a dance at the Commissariat Buildings to-morrow night.

MARY ANDERSON has among her stage effects 300 wigs. This makes "our Mary" the wigged woman in America.

We learn that some very interesting disclosures may be looked for in connection with the survey of the steamer *Paris* by the members of the Court of Survey.

A REGULAR meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

Just as Sarah Bernhardt was about to leave Buda-Pesth the other day, she was waited upon by a tax-gatherer with a demand for twenty florins, about \$10 tax on her four dogs. Sarah paid it.

THE organ recital at the Cathedral last night drew a larger audience than usual. The attraction in the programme was the trio *La Carita* (Russian), which was rather tamely rendered by Mrs. Kenderling, Miss Stopan, and Mr. Crow. Mr. Greig rendered "Hark, my son," in good style, and several selections from the "Statist Mater," "Samson," &c., were effectively played by Mr. Sangster.

TO-DAY a number of Public Department men have commenced putting up street-names at the corners of the principal thoroughfares. This has long been needed. The signs are large, with the names enamelled in large letters, so that nobody will need to climb up a lamp to find out where he is. In other countries, where the names of streets are thus exhibited, though, the motive pronunciation of the word, in both languages, is also given. This would be a decided advantage here in directing chair and rickshaw coolies, for at present even "Queen's-road" conveys no meaning to these benighted individuals, while "Tal-kai" (big street) does.

THE agents (Messrs. Gibb, Livingston & Co.) inform us that the "Ben" Line steamer *Benedict* left Singapore for this port to-day.

OUR worthy brother Kalakaua, King of the Sandwich Islands, will go to the United States in the spring. Kalakaua is now fifty years of age.

"THE Dibbs deficit should be hung up and when times is good it can be taken down off the book."—*Gem of N. S. Wales Parliamentary oratory.*

MRS. KORTY and Mdlle. Mallard contemplate giving a second concert on Monday next. It is not certain, but possibly several amateurs will assist.

An autograph letter of Henry of Navarre was sold for \$100 the other day in Paris. It was addressed to Gabriel d'Estrees and closed with, "I kiss you one hundred thousand times."

A new phrase was invented by Lord Compton, a Radical Peer, who was recently a Parliamentary candidate in London. "Three rooms and a cat" was, he said, the existing standard of comfort for the working classes.

A PHOTOGRAPHER in a western country in the United States was elected sheriff last fall. He had his first hanging two weeks ago, and just as the drop was about to fall he unconsciously took out his watch, glanced at the condemned man, and softly said, "Now, look pleasant, please."

Few persons know how easily a room may be kept in a healthy condition. They keep the windows shut, and in a short space of time the room is filled with impure gas. Then they open the windows for a few minutes and let in a lot of cold air, which will often give the inmates of the room severe colds. To purify a room set a pitcher of water in the apartment, and in a short time it will absorb nearly all the respired gases in the room. The air will become pure, but the water very filthy. The colder the water the greater the capacity to contain these gases. A pail of water at the ordinary temperature will absorb a pint of carbonic acid gas and several pints of ammonia. Ice-water will absorb nearly double the quantity. Water kept in a room for a while is soon unfit for use, and ice-water should always be kept covered up.

THE Japan Mail reports the following occurrence:—The opening of the line to Shizuoka on the 1st inst. was unhappily marked by a fatal accident. As the train was crossing the bridge over the Odawara river a woman was observed on the line, directly in front of the advancing engine. Had she been aware of her peril, she could have easily escaped by stepping aside on a platform specially built for the use of plate-layers and other workmen. But it would seem that while the bridge was under construction the country folks were not prevented from crossing it, and as no danger then existed, pedestrians had learned to be careless. Whether or not this was the cause, the woman appeared to pay no attention to the whistling of the engine. She passed the platform and ran along the line, the train rapidly overtaking her. It was impossible to bring the engine to a standstill, as it was proceeding under the impulse of the velocity acquired by running down a steep incline. The terrible chase continued until, about fifty feet from the end of the bridge, the woman was overtaken, struck down, and killed.

HERE are a few interesting facts in human life:—There are 306 languages in the world, and its inhabitants profess more than one thousand religions. The number of men is about equal to the number of women. The average of life is about thirty-three years. One-quarter die previous to 17. To 1000 persons only one reaches 100 years of life; to every 100 six reach the age of 65, and not more than one in 600 lives to 80 years. There are on the earth 1,000,000,000 inhabitants, of these 33,033,033 die every year; 91,824 every day; 3739 every hour, 60 every minute, or 1 every second. The married are longer lived than the single, and above all, those who observe a sober and industrious conduct. Tall men live longer than short ones. Women have more chances of life in their favor previous to fifty years of age than men have, but fewer afterward. The number of marriages is in the proportion of 75 to 1000 individuals. Marriages are more frequent after equinox, that is, during the months of June and December. Those born in the spring are generally of a more robust constitution than others. Births are more frequent by night than by day, also deaths. The number of men capable of bearing arms is calculated at one fourth of the population.

Thus the *Pall Mall Gazette*:—The death is announced of General Boyer, who as Marshal Bataine's agent, played a discreditable part at Metz and Versailles in 1870. He was the acknowledged camp-follower, and some say accomplice, of the late Marshal. He was with Bataine in Mexico. His conduct there was angrily denounced to the Emperor Napoleon by General Douay in letters found at the Tuileries on the 4th of September. In his latter days he made no secret of the mission on which he was sent to Versailles and Hastings, with the sanction of Prince Bismarck. It was to surrender Metz on condition that the army there should issue from it with all its munitions of war, and, aided by a German force, set up the Prince Imperial as Emperor, with the Emperor as Regent and Marshal Bataine as Lieutenant-General of the kingdom. The Prince was to be crowned at Rheims. While General Boyer was at Hastings Bataine surrendered, and the resistance made by M. Gambetta prevented the Germans and Prince Bismarck from entertaining the idea of a Bonapartist restoration. General Boyer was a type of the abject drinking, rough-spoken and yet cunning and rapacious soldier. For the last fifteen years he lived out of sight and out of mind at a place he bought near the Parc aux Princes. He was quite forgotten until the Emperor Frederick's diary came out, when he became for a few days a hot pet for patriotic indignation.

WE are informed by the agent of the Messageries Maritimes that the Company's steamer *Yankee*, with the next French mail, is to leave Saigon to-day at 10 p.m. for this port.

AN effort is being made by prominent society leaders of Paris to overcome the present tendency of the people of that city to turn night into day. The "Ligue du Matin" has been formed, the members of which pledge themselves to rise at 7 o'clock in the morning and retire at midnight.

WHEN Sir Hercules Robinson, once a popular Governor of this colony, heard that his brother William had got a Governorship he exclaimed, "What! Bill a Governor! Why, he's only fit to be a music-master." Of course some one—d good-natured friend carried the joke to "Bill," and for years afterwards William, when he met Hercules, scowled dreadfully.

THE usual fortnightly meeting of the Hongkong Literary Society took place last evening at 18, Bank Buildings. Dr. Chalmers presided, and some eighteen members were present. Mrs. Walter Judd opened in the affirmative, a debate on "The advantages and disadvantages of travel." Dr. Cantile, holding the brief for the disadvantages. The speeches on either side were forcible and comprehensive, but there was an undesirable unwillingness on the part of the members present to join in the debate. It was finally decided on being put to the vote, that travelling was distinctly advantageous. Dr. Cantile also submitted a set of draft rules for approval. They will be voted upon at the next meeting a fortnight hence, when the subject of discussion will be "Has our intercourse with the Chinese been of mutual benefit?" Mr. Robertson taking the positive, and Mr. Mitchell the negative side. At the following meeting Mr. Ford will read a paper on a botanical subject.

REFERRING to the recent recall of the French military instructors from the Japanese army, the *Japan Mail* says:—It is evident that the recall of the French military instructors has attracted considerable attention in Japan. Several articles have appeared on the subject in the leading vernacular journals. The gist of some is that the event should be treated with indifference, inasmuch as this country has only to consider its own convenience in employing the paid services of foreigners, and need not give itself any concern about the sentiments of Western States on the subject. Others, however, express regret that anything so nearly approaching an international difference should have occurred between Japan and France. All are unanimous in describing the proximate cause of the latter. Power's very exceptional action, to a feeling of umbrage that officers lent by the French Government to serve as instructors in Japan should find themselves employed merely to carry out a system devised, elaborated and directed by Germans. This view of the case tallies with the generally entertained belief. The French officers were more or less set aside, it is said, in favour of their German counterparts, and the discrimination finally became so irksome that they made representations to the Government in Paris, which forthwith decided that they should be recalled, and even went so far as to forbid the further admission of any Japanese cadets to the military and naval colleges of France. It can scarcely surprise any one that the extremely hazardous experiment of employing French and German officers simultaneously should have ended in a complication. If the Japanese Military Authorities found sufficient inducement to reconcile them to taking such a risk, we are astonished that they did not adopt measures to completely separate the functions of the two nationalities. But what are we to say of France interdicting the further admission of Japanese students into her naval and military colleges merely because the instructors lent by her to Japan were treated with less consideration than their German colleagues? Is it credible that a great Power should adopt such a means of retaliation? We cannot think so, and the *Hoch Shimbu* is equally sceptical. France, our contemporary suspects, has fallen into the error of supposing that Japan is entirely under the influence of Germany, and that in the event of war between the two great military Powers of Western Europe, Japan will treat Germany almost as an ally. Our own suggestion—that possibly the French military authorities may deem it no longer consistent with due secrecy to admit Japanese students to their colleges—evidently fails to account for the recall of the French instructors from Japan, and is also inconsistent with the fact now alleged, that Japanese cadets already studying in France are to be permitted to complete their course. Whatever the true explanation of France's mood may be, the *Hoch Shimbu* opines that she has taken a short-sighted step. Granting the apparent closeness of the relations between Japan and Germany, there is still nothing to warrant the suspicion that the former Power would for the latter's sake sacrifice France's good will. Japan's attitude towards Germany is simply that of a country borrowing another's systems and deriving expert aid from the latter for the purposes of the moment. There is no deep-seated reason of any kind to draw the two empires together, and France, the *Hoch Shimbu* concludes, ill considered her own interests when she adopted the programme of doubling a useful friend in obedience either to a momentary pique or to a baseless suspicion. But the *Hoch Shimbu* does not pretend to hold the Japanese Authorities blameless. It says—and we cannot choose but endorse the criticism—that the error of driving the French officers to complain to the War Office in Paris ought never to have been committed, and that if it was committed, some means of obviating the consequences should have been forthcoming. Japan cannot afford to offend her Occidental friends, above all where the cause of offence is a paltry matter capable of prevention and cure by a slight exercise of judgment and earnestness.

EIGHT Chinese who have been arrested for participating in the armed attack on two Sikhs near Yaumati a few days ago have been committed for trial.

ACCORDING to a "New Map of Europe," says the "Plain English" man of the Sydney *Bulletin*, recently published by the New York *Herald*, there will be a great wiping out of kingdoms when the present King of Holland goes up to dwell with William the Silent in the fields of Paradise. The Netherlands will be swallowed up by the German Empire, and the Princess Wilhelmina will either succeed as a tributary sovereign or else will be bounced out of the list of European potentates as the blind monarch of Hanover was in 1866. Luxembourg, part of Belgium, and all the Dutch colonies will also go to the realm of the Kaisers; France will receive the remaining fragment of Belgium; and in deference to the Christian law of political compensation, which provides that when one nation steals the territory of a second it is justifiable for a third nation to square matters by devouring a fourth, Austria is to have all Serbia, Albania, and Western Turkey down to Salonika, and Russia is to take whatever she wants in the way of Constantinople, Asiatic Turkey, Central Asia, Persia, Afghanistan, and anything else which may chance to be lying around loose. Half a dozen kingdoms will be wiped out, and sundry potentates will drift into the workshop for frozen-out monarchs, and another advance will be made towards the realisation of the Old World's destiny—the swallowing up of everything by one huge, overgrown empire, and then the fall of that empire by its own weight, and chaos. It is an attractive little programme, though as usual it presents sundry weak points which, of course, the prophets have not taken into consideration. The Car who leads a precarious existence in a coat of mail with a tail of boiler metal, is hardly like to last long enough for any elaborate schemes of conquest; and the German Chancellor, whose last three hairs have long since vanished, is in the sure and yellow leaf and is growing gouty and feeble. Then there are small contingencies in the way of Socialism and other revolutionary movements, and the long expected upheaval of Islam and the growing National movement in India may both require to be reckoned with—and in short the new "Map of Europe" may not be hung upon the wall just yet. It will, no doubt, be suspended there some day, for Holland and Turkey and Persia and the Ind empire are all slowly dying of premature old age and senile decay, but who is to have them when they drop to pieces Heaven alone can tell.

DEATH OF ADMIRAL CHANDLER.

On Friday the U.S.S. *Marion*, bearing the flag of Rear-Admiral Chandler, arrived here from Shanghai. The Admiral, with Mrs. and Miss Chandler, stayed at the Hongkong Hotel, and yesterday morning paid an official visit to H.E. the Governor. Whilst at Government House he was taken ill, and when conveyed to the hotel medical assistance was obtained. The doctors found him suffering from paralysis, but hoped were entertained of his recovery, as he was a man of fine physique, and had previously enjoyed good health. At night, however, he was much worse, and a little after nine, death supervened from apoplexy.

The flags of the various men-of-war are half-masted to-day, and the funeral, which will leave the Naval Hospital at two p.m. to-morrow, will probably be attended by H.E. the Governor and the Officers of the Squadron and Regiment.

The record of the deceased is given in Hammett's Naval Encyclopedia as follows:—

Born in New York. Appointed from New York, September 27, 1845; Naval School, 1846; 1847; Independence; Flag-ship Pacific Squadron, 1846-48; blockade of Mazatlan, Mexico, for thirty-five days in 1847; capture of Malsaitan and other skirmishes during its occupancy of eight months by the naval forces; "Vincennes," Pacific Squadron, 1849-50.

Promoted to passed midshipman, October 6, 1851; Naval Academy, 1852; "St. Louis," Capt. Ingraham, Mediterranean Squadron, 1853; 55; Korea affair in Smyrna, 1854.

Promoted to master, 1855.

Commissioned as lieutenant, September 16, 1855; coast survey, 1856-57; received complimentary letter of thanks from Professor A.D. Bache, Superintendent of Coast Survey, for carrying schooner "Crawford," safely through a series of hard gales and cyclones lasting twenty-four days; the schooner hung off Hatteras at the time bad weather came on; survey of Payson River and tributaries, 1857-59; "Vandalia," 1860-61; battle of Port Royal; steam-ship "San Jacinto," North Atlantic Blockading Squadron, 1862; engagement with Sewell's Point batteries and capture of Norfolk, 1862; steam-ship "San Jacinto," East Gulf Blockading Squadron, 1863-65; received the thanks of the Navy Department for the recovery of the propeller that broke off from the shaft in the Bahama Channel. The drawings showing the manner in which it was accomplished are at the Naval Academy, and are referred to in lectures on seamanship.

Commissioned as lieutenant-commander, July 16, 1865; commanding steamer "Huntville," East Gulf Blockading Squadron, 1865-67; commanding steam-ship "Madame," North Atlantic Squadron, 1864-65; bombardment and capture of Port Fisher, Vera Cruz, and Leon, Vera Cruz, 1865; capture of Wilmington; in command of double-ender "Lenape," 1865; in command of "Sagamore," 1865; on Jamaica River, was detailed by Admiral Porter to remove the torpedoes and clear the channel in Richmond, which duty was successfully accomplished without accident.

Discovers and surveys the coast of about 50 miles east of Cape Cod.

Commissioned as commander, July 5, 1867; commanding steamer "Tallapoosa," special service, 1867-70; navy yard, New York, 1870-72.

Promoted to captain, January 1871; commanding "Swatara," 1871-72; "Hatteras," 1872-73.

1874-75; landed five parties of observation in the Southern Hemisphere: one at the Desolation Islands, Indian Ocean; two at Tasmania; one at New Zealand; and one at the Chatham Islands, 500 miles east of New Zealand; was informed that the German party for the observation of the transit, located at the Auckland Islands, about 500 miles south of New Zealand, was in distress. Immediately went there from Tasmania, found the party all right; compared their chronometers with thirty on board the "Swatara," which added greatly to the correctness of their observation of the transit.

(Copy.)
INVESTIGATION OF THE GERMAN EXPEDITION.
Washington, May 2, 1874.

Sir,—The members of the German Expedition appointed two years ago to observe the transit of Venus have now made their report to the Imperial Government.

It appears from this report in what humane and kind manner you have acted, when you called from Melbourne to the Auckland Islands.

Their members have also pointed out in the report the readiness with which you put at their disposal the chronometers of the "Swatara," a kindness which has facilitated the German Expedition in their attempt to determine the longitude of the Auckland Islands.

In consequence thereof, the Chancellor of German Empire, Prince Bismarck, has issued an order to you to give him thanks for your noble and valuable support accorded to our countrymen.

It affords me a great honor and pleasure to execute such order of Prince Bismarck by this letter, and I beg you, sir, to accept on this occasion the assurance of my very high esteem.

Schlotzsky,
German Minister.

To Capt. Ralph Chandler, U.S. Navy.
Commanding frigate "Wabash," receiving ship "Boston," 1875-78; commanding "Lackawanna," Pacific Station, 1878-80.

Promoted to Commodore, March 1st, 1884, Commandant of Navy Yard, New York, 1885-86. Promoted to Rear Admiral October 7th, 1886. Received command of the Asiatic Squadron November 2nd, 1886, since which date his flag has been borne on board the *Brooklyn* and *Marion*.

Admiral Chandler bore a high reputation in the American Navy for bravery and coolness in action, with the facility of resource, under trying circumstances which characterized his best seamen. United with these sterling qualities were unpretentious manners and a warmhearted disposition, attracting to him a wide circle of friends who will deplore his loss.

TRAINING NOTES.

The weather was fine this morning and the course in excellent order. Defiance, steered by Mr. Ker, a jockey from Singapore who is reputed a flyer at the game, rode along for a mile, moving with great freedom and pulling up apparently sound. The times were 37, 1.11, 1.44 and 2.16. Mont Brumet (Mr. Ruegg) and Muller, went two miles, the former being pulled up several times to allow the back to keep within hail—times, 34, 60, 1.45, 2.20, 2.57, 3.35, 4.14 and 4.50. Precursor was sent a good gallop by himself, last half mile 67.1 seconds. Vigour, Vengeance, and Victory galloped the Derby distance in 38, 1.11, 1.45, 2.23, 2.57 and 3.28, the two first named finishing neck and neck, several lengths in front of the dark grey. Vigour's performance so favorably impressed the onlookers that he at once became in great request for the Blue Riband.

I noticed the Hankow pony training, owner up, going in brilliant form on the training track, and it is quite on the cards that this shapely customer may effect a surprise in the long distance races.

Forerunner galloped, steadily by himself, last mile 2.21. Orlando (Mr. Reynell) and Leap Year (Mr. Hough), went together a mile and three quarters, starting at a very slow pace and quickening up at the finish. Leap Year was well beaten at the top of the straight, and the big chestnut galloped in alone, the record for the last mile and a half reading 40, 1.18, 1.55, 2.32, 3.05, and 3.37. The subscription griffin Talsman galloped with something I did not particularly notice—last three quarters in 37, 1.14, and 1.50. Asteroid and Vengeance were confined to sharp bursts down the straight, both riding in capital style. Over the German Cup distance, Vengeance, Violent and Viking registered 35, 67.1, 1.43, 2.10, and 2.55; Mr. Humphrey's brown "sub" going strongly throughout and finishing in fine form.

A sensational "pow" between Arabic (Mr. Machado) and Pac-Shing (Mr. Pond) over the Derby course resulted in a comparatively easy victory for the former. In the following times: 37, 1.14, 2.23, 2.57, and 3.21. Grandman (Mr. Reynell), Vengeance (Mr. Hough), and Challenger ("Pirate") were tried for a mile and a quarter, with a rather startling result. About five furlongs from home the Derby favorite gradually commenced to tail off, and when the village was reached he was at least ten lengths behind the two old ponies and being hard ridden. Half way down the straight Bandman drew right away from Vengeance, and looked like coming in alone until within a hundred yards of the chair where Challenger, gamely shivering the "Pirate's" vigorous calls, came with a rush and got up to the veteran's quarters at the shot; past the post. The times for the full distance were 38, 1.08, 1.44, 2.18 and 2.50, and Challenger's performance was considered unsatisfactory, that he at once lost the pride of place in the Derby quotations, favoritism being divided between Vigour and Arabic.

Exeter, accompanied by a Hack Stakes candidate, covered a mile in 35, 60, 1.47, and 2.23. The same distance was galloped by Vengeance, Value, Vanguard and Vainall in 34.9, 1.44 and 2.16, the first named having the best of the spin. Everybody easily beat jokes for a mile and a half, last mile 2.20, but the handsomeness of the old gelding in good style. Mr. Telli's griffin Julia rode Scatlet in a mile "pow"—times 35, 68, 1.45 and 2.18. Julia is a showy pony and a nice mover, but she is in poor condition and the gallops like a non-stayer. Honestly carried too many guns for Fleet Foot in a mile gallop, last three quarters 1.43—but this shapely griffin is capable of far better things than this. Rosy Morn and Glencairn "powed" a mile in 35, 67.1, 1.42 and 2.15, a good performance for the griffin. Vis Inertia finished in front of Vespasian in a three quarters of a mile "pow" but I did not obtain the winner's time.

Skidjack, somewhat cleverly disposed of Bombardier and Fisherman over a mile and a quarter in 35.55. Quadruped galloped air furiously in 1.44, finishing strongly. Mac and Methven went a mile, McDuff joining in at the Valley Stakes starting post, and in a good race home the brown hack had the best of the two "subes"—times

Commercial.

TO-DAY.
THE SHARE MARKET.

Since last writing sensational "booms" have taken place in the shares of the Punjom and Sunghie Due Samantan Mining Co. and of the Hongkong Rope Manufacturing Company. Punjoms, on the strength of a telegram alleged to have been received from some London syndicate—whose philanthropy in wishing to acquire a property that has not yet returned a dollar to its owners, although thousands upon thousands have been spent on its development, at about six times its original value, is most astounding,—suddenly jumped up from \$11 to \$17 per share, thousands of shares being bought and sold both for cash and forward delivery at these and intermediate rates. But this surprising rush sinks into utter insignificance when compared with the "corner" in the Rope Co.'s scrip. For some days past Ropes have been steadily rising, but it was not until this morning that the true state of affairs became apparent. From 120 (the scrip jumped to 150, then in quick succession to 175 and 200, and at the time of writing we are unable to give anything like a reliable quotation. The Rope Company has not discovered a gold mine on the premises at West Point, nor has its legitimate business improved to any appreciable extent; but the fact remains that an original capital of \$150,000 is to-day represented as being worth six lakhs. It is, of course, the Steam Launch Co. "corner" over again, and the effects will practically be the same. A large number of shares are reported to have been "sold short," a powerful "ring" has been formed which controls the major portion of the full total of three thousand shares, and the "short-sellers" are once more completely cornered. We await further developments before dealing in detail with this latest exhibition of local enterprise.

General business is fairly brisk. Banks have changed hands at 173 and further shares are offering at that rate. Some Yangtze Insurances have been placed at 100, and this stock would appear to be firmer than has lately been the case. Hongkong Fires have further improved their position and are now in demand at 380, while China Fires are wanted at 86. Docks have dropped to 32 per cent. premium, and are decidedly out of favor. Steamboats are scarcely so firm as they were a few days ago, sellers at 228 now ruling the market. Business has been arranged in the scrip of the Indo-China S. N. Co. at par and there are additional buyers. Transfers of Douglas Steams at 72 have also been reported. Other quotations speak for themselves.

CLOSING QUOTATIONS.
Hongkong and Shanghai Bank—173 per cent. premium, sellers.
Union Insurance Society of Canton—\$120 per share, sellers.
China Traders' Insurance Company—\$79 per share, sellers.
North China Insurance—Tls. 250 per share, buyers.
Canton Insurance Company, Limited—\$120 per share, sellers.
Yangtze Insurance Association—Tls. 100 per share, sales.

Chinese Insurance Company—\$165 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150, per share.
Hongkong Fire Insurance Company—\$380 per share, buyers.
China Fire Insurance Company—\$86 per share, buyers.
Hongkong and Whampoa Dock Company, 32 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$228 per share, ex div. sellers.
China and Manila Steam Ship Company—175 per share, sellers.
Hongkong Gas Company—\$135 per share, sellers.
Hongkong Hotel Company—\$170 per share, nominal.
Indo-China Steam Navigation Company, Limited—par, sales and buyers.
Douglas Steamship Company—\$72 per share, sales and buyers.
China Sugar Refining Company, Limited—\$212 per share, buyers.
Luzon Sugar Refining Company, Limited—\$90 per share, sellers.
Hongkong Ice Company—\$97 per share, sellers.
Hongkong and China Bakery Company, Limited—\$80 per share.
Hongkong Dairy Farm Co., Limited—\$124 per share, sellers.

A. S. Watson & Co., Limited—100 per cent. premium, sellers.
Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—\$200 per share, sales and buyers.
Perak Tin Mining and Smelting Company—\$5 per share, nominal.
Punjom and Sunghie Due Samantan Mining Co.—\$164 per share, buyers.

Hongkong and Kowloon Wharf and Godown Company—91 per cent. premium, buyers.
Tonquin Coal Mining Co.—100 per cent. premium, buyers.
The Hongkong High-Level Tramway Co., Limited—210 per cent. premium, sellers.
The East Borneo Planting Co., Limited—\$50 per share, sellers.
The Songei Knyah Planting Co., Ltd.—\$42 per share, sellers.

Cruickshank & Co., Ltd.—\$45 per share, sellers.
The Steam Launch Co., Limited—100 per cent. premium, nominal.
The Austin Arms Hotel and Building Co., Ltd.—20 per cent. dis. buyers.
The China-Borneo Co., Ltd.—30 per cent. prem. sellers.
The Green Island Cement Co.—\$224 per share, buyers.

EXCHANGE.
ON LONDON.—Bank, T. T. 3/6
Bank Bills, on demand 3/6
Bank Bills, at 30 days sight 3/6
Bank Bills, at 4 months sight 3/6
Credits at 4 months sight 3/6
Documentary Bills, at 4 months sight 3/6

ON PARIS.—Bank, on demand 3/72
Credits, at 4 months sight 3/90
On India, T. T. 3/18
On Shanghai, Bank, 30 days sight 7/11
Private, 30 days sight 7/11

EXPORT CARGOES.
Per *Merionethshire*, str., for Havre.—101 rolls Matting, and 1 case Silk Goods. For Hamburg.—105 bales Feathers, and 113 packages Merchandise. For London.—400 cases Preserves, and 235 packages Merchandise. For London and/or Hamburg.—148 packages Merchandise. In Transit.—22 packages Tea.

Per *Batavia*, str., for Kobe.—30 flasks Quicksilver, and 18 packages Merchandise. For Yokohama.—40 flasks Quicksilver, and 1,513 bags Sugar. For Victoria.—1,720 bags Rice, 30 cases Tea, 27 boxes Opium, and 989 packages Merchandise. For Vancouver.—3 boxes Opium, and 262 packages Merchandise. For San Francisco.—451 bags Coffee, and 41 bales Gunnies. For Portland.—7,550 bags Rice, 200 bales Gunnies, and 672 packages Merchandise. For Montreal.—1 package Tea and dates. For Seattle.—1,500 bags Rice, and 192 packages Merchandise. For Port Townsend.—2,000 bags Rice.

OPIMUM MARKET.—THIS DAY.
NEW MALWA, per picul, (Allowance, Tels 4 to 12) \$680
OLD MALWA, per picul, (Allowance, Tels 16 to 32) \$690
NEW PATNA, (first choice) per chest \$580
NEW PATNA, (bottom) per chest \$593
NEW PATNA, (second choice) per chest \$575
NEW BENARES, (without choice) per chest \$575
NEW BENARES, (bottom) per chest \$570
NEW PERSIAN (best quality) per picul \$550
OLD PERSIAN (best quality) per picul \$500
OLD PERSIAN (second quality) per picul \$475

MAILS EXPECTED.
THE FRENCH MAIL.
The M. M. steamer *Yangtze*, with the French mail, is to leave Saigon to-day at 10 p.m. for this port.
THE AMERICAN MAIL.
The P. M. S. S. Co.'s steamer *City of Peking*, with the American mail of the 15th ultimo, left Yokohama on the 9th instant, at daylight, and is expected here on or about the 15th.
The O. & O. S. S. Co.'s steamer *Arabic*, with the American mail, left San Francisco on the 24th ultimo, and is due here on the 26th instant.

THE INDIAN MAIL.
The steamer *Japan*, with the Indian mail, left Singapore on the 10th instant, and is due here on the 16th.
THE AUSTRALIAN MAIL.
The E. & A. S. S. Co.'s steamer *Tannadice* left Port Darwin for this port on the 8th instant, and may be expected to arrive on the 17th.
THE CANADIAN MAIL.
The steamer *Parthia*, from Vancouver, has arrived at Yokohama on the 9th instant, and will leave for Shanghai and Hongkong.

STEAMERS EXPECTED.
The *Shire* line steamer *Cardiganshire*, from London, &c., sailed from Singapore for this port on the 2nd instant, and is expected here on the 12th.
The Ocean Steamship Co.'s steamer *Antenor*, from London, left Singapore on the morning of the 5th instant, and is due here on the 12th.
The P. & O. S. N. Co.'s extra steamer *Rhiva*, from Bombay, left Singapore on the 7th instant, and may be expected to arrive on the 13th.
The *Union* line steamer *Highland*, from London, left Singapore for this port on the 7th instant, and may be expected to arrive on the 13th.
The *Ben* line steamer *Benledi* left Singapore on the 12th instant, and is expected here on the 19th.

ARRIVALS.
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AMOY, German steamer, 814, R. Kohler, 12th Feb.—Whampoa 12th Feb, General.—Siemens & Co.
HANGCHOW, British steamer, 999, Outerbridge, 12th Feb.—Whampoa 12th Feb, General.—Butterfield & Swire.
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REPORTS.
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SHIPPING IN HONGKONG.
STEAMERS.
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ANCONA, British steamer, 1,888, W. J. Webber, 11th Feb.—Yokohama 3rd Feb, Mails and General.—P. & O. S. N. Co.
APENRADE, German steamer, 1,473, Hohlmann, 21st Jan.—Nagasaki 17th Jan., Coal.—Wiel & Co.
ASHINGTON, British steamer, 809, Zindel, 1st February.—Siemens & Co.
BELIC, British steamer, 4,211, W. H. Walker, 31st Jan.—San Francisco 5th Jan., and Yokohama 26th, Mails and General.—O. & O. S. S. Co.
BENLOU, British steamer, 1,196, R. Farquhar, 5th Feb.—Kobe 29th Jan., General and Coals.—Gibb, Livingston & Co.
CHINA, German steamer, 1,093, P. Hays, 4th Feb.—Saigon 30th January, General.—Woo Lee.
DEUMA, German steamer, 965, W. Breitung, 28th Jan.—Singapore 18th Jan., Sugar.—Siemens & Co.
DON JUAN, Spanish steamer, 654, J. M. Marques, 1st Feb.—Manila 29th Jan., General.—Brandt & Co.
DYUBURG, German steamer, 921, C. F. Bertelsen, 8th Feb.—Bangkok 31st January, Rice.—Melchers & Co.
FALANG, British steamer, 1,068, W. B. Harcourt, 3rd Feb.—Manila 6th Nov., and Saigon 28th January, Petroleum.—Hewitt & Co.
FAME, British steamer, 1,17, A. Stopani—Hongkong and Whampoa Dock Co.
FOKLEN, British steamer, 509, J. Lewis, 10th Feb.—Tamsui 7th Feb., Amoy 8th, and Swatow 9th, General.—D. Laiprak & Co.
FOOK-CHING, British steamer, 77, A. Christian, 7th Feb.—Fochow 5th Feb, General.—Kaw Hong Tak.
MARIA TERESA, Austro-Hungarian steamer, 2,011, F. Cottevich, 9th Feb.—Trieste 10th Dec., and Singapore 2nd February, General.—Austro-Hungarian Lloyd's S. N. Co.
MELITA, German steamer, 339, H. Mörek, 9th Jan.—Haiphong 5th Jan., Rice.—Wiel & Co.
NAMOA, British steamer, 863, T. G. Egcock, 9th Feb.—Fochow 5th February, Amoy 6th, and Swatow 8th, General.—D. Laiprak & Co.
NIERSTERN, German steamer, 731, Bartels, 11th Feb.—Whampoa 11th February, General.—Melchers & Co.
PAKSHAN, British steamer, 835, James Young, 11th Feb.—Amoy 10th Feb, Ballast.—Hop-Hing Hong.
PENINSULAR, British steamer, 2,711, H. Wyatt, 11th Feb.—Shanghai 9th Feb, Mails and General.—P. & O. S. N. Co.
PHRA CHOM KLAO, British steamer, 1,011, W. H. Watton, 6th Feb.—Bangkok 30th Jan., General.—Yuen Fat Hong.
PILOT FISH, British steamer, 161, A. Stopani—Hongkong and Whampoa Dock Co.
PROBONTIS, British steamer, 1,387, G. Heasley, 8th Feb.—Kobe 2nd Feb, Coals and General.—Geo. R. Stevens & Co.
PROVINCIA, British steamer, 1,095, Mackenzie, 29th Jan.—Kudat 8th Jan., and Singapore 21st, Timber.—Captain.
SOOCHOW, British steamer, 327, Rowin, 11th Feb.—Pakhoi 7th Feb, and Hoihow 8th, General.—Kwong Tai Loong.
TAIYUAN, British steamer, 1,500, A. Varden, 15th Jan.—Wellington, N.Z., 24th Nov., and Surabaya 25th Dec, General.—Butterfield & Swire.

RAILWAY VESSELS.
ARCHOS, British bark, 419, C. Hansen, 8th Feb.—Amoy 6th February, Coal.—Chinese.
ADAM W. SPIES, American bark, 1,171, A. D. Field, 22nd Jan.—Newcastle, N.S.W., 3rd Dec, Coals.—Russell & Co.
AUGUSTA, German bark, 473, Jensen, 5th Dec.—Hoihow 18th Nov., Sanpanwood.—Ed. Schellhass & Co.
BENGALE, British bark, 444, Scott, 17th Jan.—Singapore 24th Sept, Timber.—Melchers & Co.
COLAMA, American bark, 822, C. M. Wages, 24th Dec.—Portland (Oregon) 2nd Nov., Lumber and Spars.—Captain.
EMZ, British bark, 778, W. Summers, 23rd Jan.—London 2nd October, General.—Melchers & Co.
ERKOWONG, Chinese bark, 457, Opium Examination, bulk, Stonecutters' Island—Chinese Customs.
ESFORT, American bark, 616, Waterhouse, 20th Jan.—Honolulu 14th December, Ballast.—Captain.
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MERCURY, British schooner, 361, David Thomas, 4th Feb.—Freemantle 22nd Dec, Sandalwood.—Jardine, Matheson & Co.
STATE OF MAINE, American ship, 1,467, Nickels, 1st Feb.—Shanghai 27th Jan., General.—Pustan & Co.

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ASHINGTON, British steamer, 809, Zindel, 1st February.—Siemens & Co.
BELIC, British steamer, 4,211, W. H. Walker, 31st Jan.—San Francisco 5th Jan., and Yokohama 26th, Mails and General.—O. & O. S. S. Co.
BENLOU, British steamer, 1,196, R. Farquhar, 5th Feb.—Kobe 29th Jan., General and Coals.—Gibb, Livingston & Co.
CHINA, German steamer, 1,093, P. Hays, 4th Feb.—Saigon 30th January, General.—Woo Lee.
DEUMA, German steamer, 965, W. Breitung, 28th Jan.—Singapore 18th Jan., Sugar.—Siemens & Co.
DON JUAN, Spanish steamer, 654, J. M. Marques, 1st Feb.—Manila 29th Jan., General.—Brandt & Co.
DYUBURG, German steamer, 921, C. F. Bertelsen, 8th Feb.—Bangkok 31st January, Rice.—Melchers & Co.
FALANG, British steamer, 1,068, W. B. Harcourt, 3rd Feb.—Manila 6th Nov., and Saigon 28th January, Petroleum.—Hewitt & Co.
FAME, British steamer, 1,17, A. Stopani—Hongkong and Whampoa Dock Co.
FOKLEN, British steamer, 509, J. Lewis, 10th Feb.—Tamsui 7th Feb., Amoy 8th, and Swatow 9th, General.—D. Laiprak & Co.
FOOK-CHING, British steamer, 77, A. Christian, 7th Feb.—Fochow 5th Feb, General.—Kaw Hong Tak.
MARIA TERESA, Austro-Hungarian steamer, 2,011, F. Cottevich, 9th Feb.—Trieste 10th Dec., and Singapore 2nd February, General.—Austro-Hungarian Lloyd's S. N. Co.
MELITA, German steamer, 339, H. Mörek, 9th Jan.—Haiphong 5th Jan., Rice.—Wiel & Co.
NAMOA, British steamer, 863, T. G. Egcock, 9th Feb.—Fochow 5th February, Amoy 6th, and Swatow 8th, General.—D. Laiprak & Co.
NIERSTERN, German steamer, 731, Bartels, 11th Feb.—Whampoa 11th February, General.—Melchers & Co.
PAKSHAN, British steamer, 835, James Young, 11th Feb.—Amoy 10th Feb, Ballast.—Hop-Hing Hong.
PENINSULAR, British steamer, 2,711, H. Wyatt, 11th Feb.—Shanghai 9th Feb, Mails and General.—P. & O. S. N. Co.
PHRA CHOM KLAO, British steamer, 1,011, W. H. Watton, 6th Feb.—Bangkok 30th Jan., General.—Yuen Fat Hong.
PILOT FISH, British steamer, 161, A. Stopani—Hongkong and Whampoa Dock Co.
PROBONTIS, British steamer, 1,387, G. Heasley, 8th Feb.—Kobe 2nd Feb, Coals and General.—Geo. R. Stevens & Co.
PROVINCIA, British steamer, 1,095, Mackenzie, 29th Jan.—Kudat 8th Jan., and Singapore 21st, Timber.—Captain.
SOOCHOW, British steamer, 327, Rowin, 11th Feb.—Pakhoi 7th Feb, and Hoihow 8th, General.—Kwong Tai Loong.
TAIYUAN, British steamer, 1,500, A. Varden, 15th Jan.—Wellington, N.Z., 24th Nov., and Surabaya 25th Dec, General.—Butterfield & Swire.

RAILWAY VESSELS.
ARCHOS, British bark, 419, C. Hansen, 8th Feb.—Amoy 6th February, Coal.—Chinese.
ADAM W. SPIES, American bark, 1,171, A. D. Field, 22nd Jan.—Newcastle, N.S.W., 3rd Dec, Coals.—Russell & Co.
AUGUSTA, German bark, 473, Jensen, 5th Dec.—Hoihow 18th Nov., Sanpanwood.—Ed. Schellhass & Co.
BENGALE, British bark, 444, Scott, 17th Jan.—Singapore 24th Sept, Timber.—Melchers & Co.
COLAMA, American bark, 822, C. M. Wages, 24th